

Today's Advertisements.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has been instructed to sell by PUBLIC AUCTION, on THURSDAY, the Seventh of December, 1899, at his OFFICES, DUDELL STREET, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, VIZ: SUB-SECTION 6 OF SECTION 4 OF INLAND LOT NUMBER ONE.

THE Property is held for the Residue of a Term of Nine hundred and ninety nine years from the Fifth October, One thousand eight hundred and forty nine. Area Seven hundred and two Square Feet. Crown Rent Twenty dollars. Assessed Rental \$500 per Annum. PREMISES No. 26, COCHRANE STREET. For further Particulars and Conditions of Sale, apply to THE AUCTIONEER, or to DEACON & HASTINGS, Vendor's Solicitors, 35, Queen's Road, Hongkong, 20th November, 1899. [14134]

NOTICE.

THE Public is hereby informed that Mr. H. GLYDE has To-day left the MUTUAL STORES. From This Day and until further Notice Mr. HO MAN is appointed Acting Manager. All Accounts due to us are to be made to the MUTUAL STORES.

THE MUTUAL STORES, LO SIU PING, Proprietor.

Hongkong, 20th November, 1899. [14144]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "MOYUNE," Captain Conradi, will be despatched for the above Port, TO-MORROW, the 21st instant, at Noon.

To be followed by the Steamship "ASAMA," on or about 24th December.

For Freight or Passage, apply to SHEWAN TOMES & CO. Agents.

Hongkong, 20th November, 1899. [14134]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship "DIAMANTE," Captain Almond, will be despatched for the above port, on THURSDAY, the 23rd instant, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN TOMES & CO. General Managers.

Hongkong, 20th November, 1899. [14134]

NIPPON Yusen Kaisha.

FOR MANILA.

THE Company's Steamship "KASUGA MARU," 3,800 Tons Gross, Captain E. W. Haswell, will be despatched for the above Port, on FRIDAY, the 24th instant, at Noon.

This New Mail Steamer is specially constructed for service in the Tropics and is provided with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MUIHARA, Manager.

Hongkong, 20th November, 1899. [14134]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship "MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to MITSUBISHI KAISHA, Agents.

Hongkong, 20th November, 1899. [12134]

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. &c. &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1896. [130]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the annaginated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE—\$160. A special reliable Watch made for this Climate.

Quality A.....\$16
Quality B.....\$12

49, QUEEN'S ROAD, Watson's Building.

Intimation.

A. S. WATSON & Co., LIMITED.

A FAVOURITE

CHAMPAGNE.

BOLL & CO.

VIN NATURE VINTAGE 1892

EXTRA SEC.

AND

CHAMPAGNE QUALITY EXTRA.

This high-class Wine is largely used in the best London Clubs and Leading Hotels.

PRICE:

\$10 per case, 1 doz. quarts.

\$12 " " 2 doz. pints.

Sole Agents:

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1811.

BIRTHS.

On the 1st inst., at Craigellachie, Fochow, China, the wife of Mr. L. M. F. GRANT, of a daughter.

On the 13th inst., at No. 3, Makalee Terrace, Shanghai, the wife of R. W. HEDDERN, of a daughter.

On the 13th inst., at No. 1A, Rife-Range, Shanghai, the wife of BENJAMIN WAINSTALL, of a son.

MARRIAGE.

At the British Consulate, and afterwards at the St. Joseph Church, Shanghai, on 13th November, CHARLES PARSONS, of South Lambeth, London, to ALICE, youngest daughter of the late Henry McCleery Blow, F.R.S.

DEATH.

At 36, Broadway, Shanghai, on the 13th inst., HANLEY CLEMENT MANNING, aged 41, deeply regretted.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 20, 1899.

The Hongkong Government Gazette of Saturday is as amusing as usual. It contains certain amended Financial Returns laid on the Council table at its last meeting. The Returns are (1) Estimated Balance of the Assets of the Colony on 31st December, 1898; (2) Statement of Assets and Liabilities on 31st December, 1898; (3) Loan Account, 1898; (4) Estimated Loan Account, 1899; (5) Assets and Liabilities on 31st December, 1898.

It will be noticed that there are two statements of the "Assets and Liabilities on 31st December, 1898," and one of the funniest things about them is that although professing by the headings, to set forth the financial position of the Colony on the 31st December last, they differ in very many of the items on both sides of the account and differ very materially in the balances shown. One shows a balance in favour of the Colony of \$213,338.39. The other shows a balance in favour of \$251,056.94. Either one or the other must be wrong, but if so, why publish the wrong one? If mistakes have been discovered and corrected in one of the two statements since it was drawn up, why not suppress it and print the corrected account only? Both accounts profess to be, on the face of them, accounts of the Financial Position ON the 31st December and therefore ought to be identical. They are dated, however, one on the 13th March, 1899 and the other on the 20th September last, and so, may be intended only to show the position of the 1898 account on these respective dates. If so, still the question remains to be answered why publish the earlier and presumably less correct statement of the two? The other and later in date has superseded it and why put title to the accounts which are deceptive?

Taking the later of the two accounts let us examine the items. It shows as Assets:—

Subsidiary Coins.....\$345,000.00

Cost of Subsidiary Coins in transit, 632,846.00

Advances to be recovered.....48,885.07

Suspense House Service.....5,061.75

\$1,031,830.82

This account is dated 20th September, 1899. The items in it, as above set out, are precisely the same as in the account dated the 13th March, 1899. Quite right if the account is intended to be an account of the actual position at the closing of the books on 31st December last. But if that is so, why omit items which appear in the March account, "Arrears of Taxes \$21.87, Arrears of Crown Rent \$49,433.92"? They were on the 31st December last assets of the Colony. If it is said they are omitted in the September account because in the meantime they have been got in, then does the Treasurer mean to say, that there were precisely the same amount of subsidiary coins in hand (\$345,000 worth) on the 13th March and on the 20th September; that the subsidiary coins in transit on the 13th March were still

in transit on the 20th September? Among the liabilities in the account dated 13th March figure:—

Drafts drawn by Crown Agents.....\$82,000.00

Military Contribution.....60,370.34

Deposits not available.....407,080.76

Refund of Taxes.....2,500.00

Officers' Remittances, not yet paid.....2,661.00

Money Orders, not yet paid.....12,881.00

Transit Charges.....15,000.00

Pensions due to Civil Officers.....11,000.00

Do. to Police.....292.36

Private Drainage Works.....292.36

Overdrawn Balance.....251,056.94

Total Liabilities.....\$876,444.22

In the September account the Military Contribution, Refunds of Taxes, Transit Charges, Pensions Civil and Police are omitted altogether, the only possible reason for their omission being that they had been paid and therefore ceased to be liabilities, but, strange to relate, the items

"Drafts drawn by Crown Agents, Deposits not Available, Officers' Remittances, not yet Paid, Money Orders not yet Paid, Private Drainage Works,

remain among the liabilities at precisely the same figures as before and the final item, Overdrawn Balance, is still on the 20th September \$251,056.97, the same amount to a cent as on the 13th March although monies must have been extensively paid in and paid out in the interval. What an absurdity to suppose that in the interval between March and September, six months, not a single money order of 1898 had been paid off and not a single cent had been remitted to or on account of any officer! These accounts must both of them be hopelessly wrong. They profess to be statements of the financial position of the Colony On the 31st December, 1898. They certainly are not that. They may be from their dates statements of the financial position of the Colony for 1898 as made up to two different dates six months apart. But they are equally clearly not that. Some of the items represent possibly the position as on 31st December. Some of the items may be correct as of the dates the accounts bear, but neither of them is nor can be, as a whole, correct.

What is the meaning of the item among the liabilities of "Deposits not Available"? The Government ought to have in its custody as a trustee considerable sums of money belonging to Sutors in the Court, belonging to Marine Lot Holders in connection with the Praya Reclamation, deposits by contractors and others by way of security, the Widows and Orphans Fund and other funds of varying amounts, and these funds are certainly not available for use as Government money where to pay current expenditure. They are, or ought to be, as the return puts it, "Deposits not Available."

They figure therefore properly among the liabilities, but either they have been improperly expended by the Government, or they are safely on deposit somewhere. If on deposit and safely invested somewhere, the amount should appear as an asset as well as a liability and the Colony's available balance should be increased by that amount, or, if these monies, which ought to be sacred, have been expended, where is there any account of how they have been expended? The Revenue and Expenditure Returns show only money received from the ordinary sources of revenue and how it was expended. What stupidity to enter this sum of \$407,080.76 as a liability under the head of "Deposits not Available" if in fact the money has been availed of and has been expended by the Government in settlement of its current expenditure!

From his March account the Treasurer carries down a balance of \$213,338.39 in favour of the Colony, but he deducts from it at the foot of the sheet \$213,334.14 "Less Balance of 1893 Loan." Why is this? Has the Government been borrowing for its current needs from the Loan Fund specially set aside for specially designated works? If \$213,334.14 has been taken from the Loan Fund in aid of the Revenue of 1898, where does any account of the expenditure of that money appear? On what has it been spent?

In his account dated 20th September, however, the Treasurer makes no such deduction on account of loan, but states the Colony's balance at the end of 1898 as \$251,056.94.

The accounts published in last Saturday's Gazette, are clearly not correct and cannot be correct statements of the financial position of the Colony on the 31st December, 1898, or either in March or September of this year. They are self-contradicting and palpably incomplete and incorrect. If they are amended accounts what must the un-amended accounts have been like?

We strongly recommend His Excellency the Governor to find some other appointment for Mr. Thompson. He is unfit for the post of Treasurer as he was for the position of Postmaster General. His Excellency had better get the Auditor to make an examination into and report on the system of book-keeping that prevails in the Treasury and to get out a clear statement of the Colony's position on 31st December last, showing position of Loan Account, of Sutor's Deposit Account, of the Widows and Orphans Fund Accounts and of the Bank Account. But we presume the Auditor is not available for the work as he only audits receipts and not expenditure and is not in a position to strike a balance. What an absurdity that the Revenue items of the Colonial Accounts are audited in Hongkong and the Expenditure Accounts and Vouchers in London!

If the Auditor is not available for the work, the Hongkong Bank might lend the Government a competent accountant to put the books in order.

WEATHER REPORT.

The Observer's report says:—

On the 19th at 11:55 a.m. the barometer has risen slightly on the China coast and in W. Japan. The high pressure area is still central over China, and pressure is relatively low to the S. of Formosa. Gradients continue steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N. winds; fair.

On the 20th at 11:55 a.m. the barometer has fallen slightly on the China coast, risen a little in Japan. The high pressure area is central between the N.E. coast of China and Japan, and pressure continues relatively low to the S.E. of Formosa. Gradients moderate with strong monsoon in the Formosa Channel and N. part of the China Sea. FORECAST:—Fresh N. winds; fair.

REUTER'S TELEGRAMS.

The War.—News from Estcourt. LONDON, November 17th.

News from Estcourt dated 15th says that the Boers shelled an armoured train reconnoitring at Chiverville, five miles South of Colenso. Their fire shattered a seven-pounder, detailed two trucks and pounded the disabled train. The engine escaped with the wounded. The crew numbered 180 of which fifty Dublin Fusiliers and forty Natal Volunteers are missing, also the Correspondent Winston Churchill.

The Boers with guns are South of the Tugela and eight miles from Estcourt.

The War.—Natal.

Two thousand Boers with eight guns are posted at Empersdale four miles from Estcourt.

General.

The censor is suppressing all indications of General Buller's plans, but it appears probable that General Methuen is not going to Natal but will command a column which is to be formed on the Orange River to relieve Kimberley which is short of provisions. General Hildyard seemingly will command the column to relieve Ladysmith. General Buller's whereabouts are secret but it is believed he has gone to the North of Cape Colony to decide finally on the plan of campaign. Mr. Churchill behaved with conspicuous bravery before he was taken prisoner.

The War.—Natal.

News from Estcourt dated 16th, says that a few minutes of heavy rifle firing and an explosion, were heard in the direction of Ladysmith at 2 o'clock that morning.

Kimberley.

News from Kimberley dated the 9th inst., states that the enemy had cut the main water supply, lifted cattle, and were closing in, on every side.

LOCAL AND GENERAL.

THE C. N. S. *Chungking*, from Newchwang to Shanghai, is undergoing ten days' quarantine at Bush Island.

Yochon, the first treaty port in the anti-foreign province of Hupien, was opened to foreign trade on Monday last.

THERE will be a Rugby match on Tuesday, the 21st inst., between teams representing the Army and Navy. Kick-off 4 p.m.

REGULATIONS connected with the Cadet Service of Hongkong, the Straits Settlements and Federated Malay States are published in the *Gazette*.

THE returns of the number of visitors to the City Hall Museum for the week ended 19th November, are:—Europeans 184, Chinese 1,710; total 1,894.

MARQUIS Kato, the Japanese Minister to Great Britain, was to leave Shanghai for Hankow on 13th inst. by the China Merchants' steamer *Kiangchuan*.

It is reported that two Americans have arrived in Japan from America with the intention of floating the steamer *Morgan City*, which sunk off Kagamigaura, Himehima prefecture.

THE Death Statistics for the Colony for October, as published in the *Gazette*, show a death-rate of 13.4 per thousand per annum amongst the Europeans and of 21.2 amongst the Chinese.

WONG SING was this morning at the Magistrate's sentenced to three months imprisonment, for stealing a silver watch and chain, valued at \$30, the property of C.S.M. J. M. Calder, R.E.

A CRICKET match recently played in Yokohama between "Born in Japan" and "Home and Colonial" resulted in a win for the former by 308 runs to 68. This speaks well for the climate of the port.

A SPECIAL Licensing Sessions will be held on Tuesday, 28th November, to consider applications for a publican's licence for the Stag Hotel and an adjacent licence for Connaught House (the Windsor Hotel).

THE work of repairing the Formosan cable connecting Keelung and Fochow, which is now in the hands of the Japanese, is proceeding satisfactorily, and is expected to be finished toward the middle of this month.

WE hear a paper on "Aluminium and its uses in Yacht Construction" is to be read by Lieut. R. P. Hobson, Naval Constructor, U.S.N., at the rooms of the Institution of Engineers and Shipbuilders of Hongkong, this evening.

WE hear that \$2,000 was realized by the all rescue fête held at the Roman Catholic Cathedral, this is not quite so satisfactory as was expected, but no doubt the inclemency of the weather was the cause of many absentees.

THE *Echo de Chine* announces the outbreak of a revolution in Kansu. A Protestant missionary and a mandarin have been massacred by the Mahomedans. The Shensi banks have been ordered not to negotiate any bills on Kansu.

THE following statements appear in the *Gazette*:—Table of the Assets and Liabilities of the Colony for the past year; Estimated Balance of the Assets of the Colony on 31st December, 1899; Estimated: Loan account 1899 and Loan account 1898.

Five expected meteors have been apparently delayed, says the *N. C. D. News* of 14th inst., for though the sky was clear on Monday night and yesterday morning and a fire was provided to call out many observers who would otherwise have slept, few if any Leonids were seen.

It is notified in the *Gazette* that Her Majesty has not been advised to exercise her power of disallowance with respect to the following Ordinances:—

No. 20 of 1899, entitled:—An Ordinance to authorise the appropriation of a supplementary sum of Three hundred and eighty thousand six hundred and seventy-two Dollars and Eighty-seven cents, to defray the charges of the year 1898.

No. 21 of 1899, entitled:—An Ordinance for the prevention of the concealment of opium on board steamships.

No. 22 of 1899, entitled:—An Ordinance to further amend the Cattle Diseases, Slaughter Houses and Markets Ordinances.

WE are advised by the manager of the Joint Telegraph Companies that the British Government notifies that in accordance with Article VIII of the International Telegraph Convention, it has decided until further notice to stop the transmission at Arlen and in Cape Colony of all telegrams in secret language (code or cypher), whether private or on the service of Foreign Governments, to and from the following:—

Delagoa Bay, Rhodesia, British Central Africa, Orange Free State, Transvaal, Cape Colony & Natal.

Telegrams in ordinary plain language will be subject to censorship and are only to be accepted at the sender's risk.

AN interview with H.E. Yu Heng, the newly-appointed Chinese Minister in Paris, is published by the *Petit Bleu*. According to the statements it contains, the Emperor and Dowager Empress of China are desirous that closer relations should exist between France and China. The Ambassador politely intimated that his Sovereign sets special store on the friendship of France, to gain which he will not be backward in according that country advantages. Yu Heng, who was for three years Minister at Tokyo, belongs to the Progressive party in China. He is of opinion that his country should follow the example of Japan and adopt Western civilisation. He relates that an attempt was made recently to imitate European styles in art, but the results were not encouraging, and the artists have gone back to copying the native styles of the oldest periods. Chinese literature is described as being in a stationary state, in spite of the fact that the Government has ordered "all the important works that appear in Europe" to be translated. The trouble, unfortunately, is that nobody reads the translations.

A CORRESPONDENT hears that a well-known Japanese military officer, who was recently despatched to Siberia and who travelled widely all over Asiatic Russia, has presented to his Government an elaborate report on the Trans-Siberian Railway from a military point of view. He speaks of it as quite unfit for any military purpose. On account of the speed with which it has been constructed, the climate and time of the year have been wholly disregarded. The work done in winter was rendered useless in summer, and that done in the summer could not stand the severity of winter. He says that travelling over it is like sailing in a small craft on a stormy sea, and that nothing but vast expense—which he believes Russia will not stand—will ever make the line really serviceable for military or any other heavy traffic.

THE signing of the bond by which the gentry of Kienning pledge themselves to prevent further violent attacks on the Christian Church took place in the Prefect's Yamen at Kienning on the 25th of October. The Rev. H. S. Phillips and Dr. Rigg were present and also signed the bond as witnesses to the signatures of 39 of the ward-councillors. The Prefect's arrangements were admirable and he took the opportunity of having a feast at which the missionaries were able to chat with the native literary men. The affair was a decided success and will be hoped inaugurate a new and more satisfactory relationship between the missionaries and their former opponents. The idea of the bond originated with one of the native Christian workers and presented itself to those responsible for the settlement as a means of preventing further trouble which had the very great advantage of causing as little bitter feeling and resentment as possible. The native authorities are exerting themselves to settle the matter honestly and fairly on H.B.M. Consul's terms and the missionaries express themselves as well satisfied both with what has been done and with what has not been done.—*Fochow Echo*.

AN enquiry was held at the Shipping Office of H.B.M.'s Consulate at Shanghai on the 12th inst., by Mr. C. W. Campbell, as to the circumstances attending the disappearance of a man named Macdonald, who was a second-class passenger on the British steamer *Wingsang*. It appeared from the evidence of the master, T. H. Sellar, and another passenger, Charles Tompkins, that the *Wingsang* left Hongkong on Thursday, the 9th inst. On board were two second-class passengers, one of the letter being the man Macdonald. He shared a cabin with Tompkins, who arrived on board to find Macdonald already there, and undoubtedly drunk. This had passed off by the next day, and, with the exception of sea-sickness, the man was all right for the rest of the voyage. Tompkins last saw him at 10.30 on Sunday night, when he was quite sober and rational. When the ship arrived at Hun's Wharf, Shanghai, the chief officer reported to the master that the man was missing and the ship was searched for him. In his cabin was found a locked camphor-wood box, but the man himself was nowhere to be found. These facts were adduced at the enquiry, which then terminated.—*N. C. D. News*.

CONCERT AT ST. ANDREW'S HALL.

St. Andrew's Hall on Saturday night was filled with an audience who could not fail to be delighted with the very excellent programme prepared by Mr. J. F. Heyman for their entertainment. Mr. Heyman was assisted in his efforts by some of Hongkong's best amateurs, and both singing and playing were excellent. Of Mr. Heyman's performance we need only say that it fully upheld his reputation as the best violinist who has ever visited this Colony. The tone of his instrument is inexpressibly sweet, and we understand that it is considerably over a hundred years old. His listeners thoroughly appreciated his masterly execution of the items which stood in his name, and if their applause was an indication of sentiment, Mr. Heyman cannot be dissatisfied with the reception he received.

The opening piece was "Adagio Contabile" which Mr. Heyman played to the accompaniment of Mr. Ward on the organ and Mr. Lamont on the piano. The programme as below was followed; Mrs. Vallings' songs were most deservedly rewarded, and the audience were in each case well rewarded for their just appreciation by the rendition of the jolly little Scotch songs "O'whistle me a tune, come, come, my lad" and (after her second item), "Melville Castle," in a style which carried her listeners by storm.

The following is the programme:—

1. Trio (Violin, Piano, and Organ) "Adagio Contabile".....Bryson, and Organ.

2. Song....."Blow, Blow, that Winter Wind".....Sergeant.

3. Violin Solo Fantasia....."Valse de la Vallée".....de Herin.

4. Song....."Last Night".....Sergeant.

5. Pianoforte Solo Fantasia....."Tannhauser".....Wagner.

6. Violin Solo....."Légende".....Wieniewski.

Interval of Five Minutes.

1. Song....."An Old Dream".....St. Quentin.

2. Two Duos (Pianoforte) (1) "Adagio Contabile".....Widow.

3. Song....."The Song of the Sea".....Schubert.

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

[247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

[1242]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c. &c. &c.

Cost Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 7, QUEEN'S ROAD, HONGKONG.

[1239a]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS,
SUCH ASSICK HEADACHE, CONSTIPATION,
WEAK STOMACH,IMPAIRED DIGESTION,
DISORDERED LIVER,

AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA:-

WATKINS & CO.,

APOTHECARIES' HALL, 60, Queen's Road

Central, Hongkong.

[138a]

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of

FINE NEW GOODS

at

CHEAP PRICES.

-D. NOMA,

No. 12, Beaconsfield Arcade,

Opposite the City Hall.

Hongkong, 4th November, 1899.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG,
AND SINGAPORE.

THE Steamship

"VINDOBONA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.This vessel brings Cargo:-
From Trieste, ex S.S. Imperator shipped at
Hondy.From Venice, ex S.S. Massimiliano and
Carlotto shipped at Trieste.

From Levante Ports, ex S.S. Thalia.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon on the 21st instant, or they will not be
recognised.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
instant, will be subject to rent.Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 14th November, 1899. [1395a]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "KONIG ALBERT."

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undischarged after the 22nd instant, will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant, and
THURSDAY, the 23rd instant, at 9.30 A.M.All Claims must reach us before the 21st
December, or they will not be recognised.No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 15th November, 1899. [1394a]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.
THE P. & O. S. N. Co.'s Steamship"NANKIN."
Consignees of Cargo are hereby informed that
their Goods are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.H. A. RITCHIE,
Superintendent.

Hongkong, 15th November, 1899. [5]

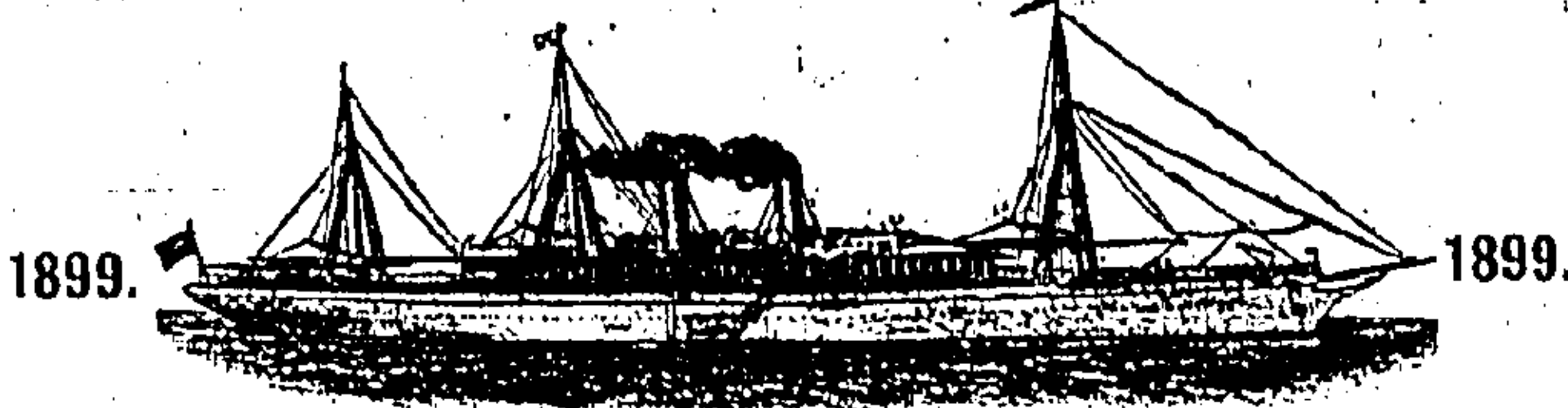
"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLOMOND,"
FROM LEITH, LONDON & SINGAPORE.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undischarged after the 24th instant, will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 30th
instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th instant, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th November, 1899. [1441a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAN STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street. [5]

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of London [3,229] R.W. Scarff [Nov. 21]
Queen Adelaide [2,832] F. McNair [Nov. 25]
Saint Irene [3,877] W. Atter [Dec. 9]
City of Dublin [3,328] J. R. Rae [Dec. 30]

Also

FOR PORTLAND, OREGON,
IN CONNECTION WITHOREGON RAILROAD AND NAVI-
GATION COMPANY.Nonnanthaire [2,871] W.A. Evans [Dec. 23]
Aberglathie [3,777] J. Murray [Jan. 27]THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDWARD carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 16th November, 1899. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.Lady Joyce [3,194] about [Nov. 30]
Strathgyle [3,023] about [Dec. 15]
Carrille City [3,002] about [Dec. 31]

THE Steamship

"LADY JOICEY,"
will be despatched for SAN DIEGO via
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany Cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information, as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 4th November, 1899. [1330]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, GYLLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for HAVANA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL,"
Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 11th November, 1899. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu.) Thursday, 30th Nov.,
at Noon.Do. (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu.) Saturday, 23rd Dec.,
at Noon.Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu.) Saturday, 20th Jan.,
1900, at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be marked
to address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th November, 1899. [1330]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU	VICTORIA, B.C. and SEATTLE.	TO-MORROW, 21st Nov., at 4 P.M.
M. J. Currow	U.S.A., via KOBE & YOKOHAMA.	THURSDAY, 23rd Nov., at Noon.
KOSAI MARU	VLADIVOSTOCK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 23rd Nov., at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA.	FRIDAY, 24th Nov., at 4 P.M.
N. Frenat	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.
KASUGA MARU	KOBE and YOKOHAMA.	FRIDAY, 24th Nov., at 4 P.M.
E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.
HIROSHIMA MARU	KOBE and YOKOHAMA.	FRIDAY, 24th Nov., at 4 P.M.
S. Yoshitawa	NAGASAKI, KOBE, and YOKO-	SATURDAY, 25th Nov., at 4 P.M.
FUTAMI MARU	HAMA	SATURDAY, 25th Nov., at 4 P.M.
J. Thom	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 28th Nov., at Noon.
MUKE MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 1st Dec., at Noon.
SANUKI MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 1st Dec., at Noon.
J. W. Townsend	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 1st Dec., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

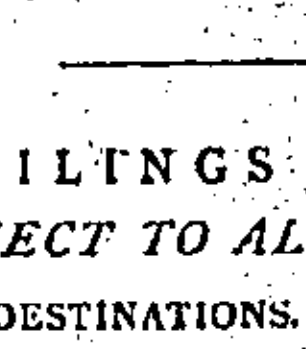
A. S. MIHARA,
Manager.

Hongkong, 20th November, 1899.

NORDEUTSCHER
LLOYD.

(Freight Service.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
DAMBERG	HAVRE and HAMBURG.	About 28th November. Freight.
Mayer	(LONDON with transhipment in HAMBURG)	
*KONIGSBERG	HAVRE and HAMBURG.	About 10th December. Freight and Passage.
Christiansen	(LONDON with transhipment in HAMBURG)	
AMBERIA	HAVRE and HAMBURG.	About 24th December. Freight.
Burnmeister	(LONDON with transhipment in HAMBURG)	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.) Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.) Saturday, 27th Jan., 1900, at Noon.

THE Steamship

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th December, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU and Passengers are allowed to break their journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and Northern Pacific Railways; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways; and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

FIRE AT SHANGHAI.

SHANGHAI, 14th November.
A fire of unknown origin broke out at 1.35 yesterday morning in a cook-house, which was situated in the upper back story of No. 70, Honan Road, a house on the east side of the road between the Foochow and Sinking Roads. The flames worked along the back of the property and in a short time had grown to rather large dimensions, resulting ultimately in the total destruction of six shops and a gate-house. The Victoria, Mitholoong, and the glow with panes were quickly on the scene and with a copious supply of water ably dealt with the fire which was practically extinguished by three o'clock. The Mitholoong, however, whose district it was, did not quit until 4.30, when the departmental engineer took charge, and found it necessary to play on the smouldering debris until 8.30. During the operations an electric light pole ignited and to avoid an accident the circuit was switched off. The property was owned by Messrs. E. D. Sussan and Co., and insured in the Commercial Union for Tls. 10,000. The contents of the house in which the fire originated and which was only partially damaged by fire and water are insured for Tls. 27,000—Tls. 13,000 in the New Zealand and Tls. 14,000 in the Royal No. 69 was also only partially damaged. The North British have a line of Tls. 5,000, the Commercial Union Tls. 4,000, the Salamander Tls. 3,000, all of which are total loss. The Phoenix and North British have Tls. 7,000 and 15,000, respectively, only partial loss.—N. C. D. News.

MEDALS IN THE SHANGHAI POLICE FORCE.

At the recent police parade which was held at the desire of H. R. H. Prince Henry of Prussia says the N. C. D. News, favourable comment was made on the number of medals that adorned the breasts of the force, and a list of them may be of interest. Most of the decorations are worn by the Sikhs owing to so many of them having taken part in numerous Indian frontier wars. First standing with those worn by the Europeans, heading the list we have Capt. Pattison with the Zulu war medal, then Inspector Collins with the Indian Frontier medal, with Burma 1885-7 and Harara 1891 clasps, also the Royal Humane Society's Special medal with two clasps for life saving. Sergeant Madsen, the only foreigner in the force who has a decoration for local services, possesses the German Humane Society's medal for saving a man from drowning. Amongst the Sikhs there are no fewer than twenty-three owners of active service, the most famous of which is probably the star given for machine gun under Lord Roberts the world-renowned march from Kabul to Kandahar in 1880. This is worn by two sergeants Nos. 80 and 61, who also possess the Afghan medal. Two constables, Nos. 176 and 143 have the Chitral medal and seven others Nos. 103, 134, 104, 85, 165, 77 and 94 are decorated for the Waziristan Campaign of 1894-5, one of whom, No. 132, has the Samana (1891) medal, whilst three, Nos. 182, 202, and 61 have the Harara medal. Constable 67 holds the Egyptian medal, the Khedive's star and the Burma medal for service in the year 1885-7, and 1889 and 1891 and No. 60 for 1887-9.

KANG YI AT SHANGHAI.

Kang Yi, the Empress Dowager's High Commissioner to collect funds, arrived in Shanghai from Canton in the China Merchants' steamer *Kwanglee* on Sunday week and was met at the Kinleouan wharves by all the local civil and military mandarins, who tendered the hospitality of the city by inviting the Commissioner to make his quarters at the Ambassador's Hall, North Honan Road. Kang Yi, however, declined the invitation, electing to stay in one of the Chinese hotels on the ground that he was unwilling to put the Shanghai officials to any expense.

WUOHANG.

November 6th.

Hankow and Wuchang have of late had their share of ordinary and extraordinary distinguished visitors. Amongst the former we reckon the representatives of certain well-known Shanghai firms whose advent in an outpost is always a source of genuine if mild excitement, and for a few days "Have you been to Weeks?" takes the place of conventional remarks about the weather.

Amongst our extraordinary visitors we have done our best to welcome an English Admiral and the United States Minister.

VISIT OF THE AMERICAN MINISTER.
The latter arrived in the *Monocacy* on Tuesday, the 25th of October. On Wednesday he called on the Viceroy with whom he had some conversation about the Hankow-Canton Railway. On Thursday he visited the Iron Works and Arsenal at Hayang, and in the afternoon drove out to the Wuchang pagoda, with the Captain of the *Monocacy*, the U.S. Consul, and other friends. On Friday he paid a second visit to the Viceroy and the next day returned to Kiating. Whilst there he intends to visit Kuling and it is generally hoped the visit may help towards the desired extension of the Kuling Estate.

FIRES.

As at this time, last year, there have been a few serious fires, though happily neither so serious nor frequent as those we witnessed last year. In Wuchang the people have, however, subscribed as they did last year, to a special night watchmen for the sole purpose of preventing incendiarism. A very strange fire took place near the Viceroy's Chinese College a month or so ago. The channel between two lotus ponds was crossed by what we always looked upon as a stone bridge. On one of those nights when the Chinese are more than usually devout in burning cash paper to supply the shades of their ancestors with ghoully coin, a large quantity of paper was burnt on the bridge. Whether the spirits thought it a suitable opportunity to procure a bridge as well as money or whether the stone bridge proved to be merely a wooden one paved over, we leave to others to say, but the fact remains that the bridge was burnt and in place of a good broad path which riches could traverse there remain only a few charred beams and some uneven stones on the top of them.

THE GRASS-CLOTH MILL.
The new grass cloth mill that the Viceroy is building is rapidly nearing completion. What looks like a good foreign house is already built and the roof on the mill will soon be laid. The carriage roads we regret to say are becoming very rough and no efforts are being made to repair them. The heavy wheel-barrows with their knife-like wheels plough them up in a shocking manner.

DEATH OF AN OLD CHRISTIAN.
Great sympathy has been expressed towards the widow and family of the Rev. Mr. Chapman, who lately died in Wuchang. Mr. Chapman, a native of another province, was the first Protestant convert in Central China. Baptized more than twenty years ago by Dr. John, he was handed over by Dr. John to Mr. Cox of the Wesleyan Missionary Society when the latter began work in Hankow. For many years he has been the only ordained Chinese minister in connection with the Methodist Church in Wuchang. Mr. Chapman was a great friend of the late

Mr. Yen of Shanghai, whose son married his daughter, and whose wife was a schoolfellow of Mrs. Chih. Mr. Chapman's relations were wealthy merchants in Anhui and by right he was the heir to considerable estates there, but in order to obtain possession he would have had to worship his ancestors or renounce all claim to the estates. He chose instead the comparative poverty of a Methodist preacher.

NEW COMERS.

The American Episcopal Church in Wuchang have received further additions to their ranks of late. Miss Osgood is in charge of the girls' boarding school, for whom a new and convenient building has been erected. Dr. Miss Glendon is in charge of the Women's Hospital and other workers are expected. The London Mission is also looking forward to being reinforced by a lady doctor, and a girls' boarding school is being started by Mrs. Foster. On the other side of the city the Wesleyan Mission are looking forward to welcoming two new workers, one of whom is a lady doctor.

DISPUTES OF LAND PURCHASES.

Once more the officials are acting in a very high-handed manner in trying to prevent foreigners from obtaining possession of land which they honestly bought and paid for. Earlier in the year a plot of land was bought by the Wesleyan Missionary Society. It originally belonged to a mandarin named Sung who built on it a large semi-foreign house for himself and his wives. During the Japanese war Sung fell into disgrace and the house was razed. The big plot placed and in a few hours the new house was a ruin. Last year the Viceroy talked of widening the streets and removing the small hucksters from the roads and making them carry on their trade in markets or public courtyards. Sung's plot was one of several others selected as suitable sites for such markets. Sung was dead but his son agreed to sell the plot to the Viceroy. Just about that time came the coup at Peking, and the Viceroy, for the time, became a Conservative and nothing more was said about markets. In consequence none of the plots referred to have been purchased by the government and young Sung looked out for another purchaser. This he found in the Wesleyan Missionary Society, but before he sold, he made repeated attempts to ascertain if the Viceroy were still willing to purchase. As he could obtain no reply the land was sold to the W.M.S. In the ordinary course the deeds were sent to the local magistrate to be sealed. There they remained for about three or four months, then and only then, when pressure was brought to hasten the sealing, the excuse was made that the land was needed by the Government. The English Consul has taken the matter firmly in hand, but so far no satisfactory conclusion has been arrived at. The Chinese officials however are acting in a very high-handed and illegal way. Although the land is certainly not theirs, they never having paid a cash to buy it, they have forcibly taken possession and insisted upon the tenants on the plot paying their rents over to a public office, and this in spite of the Consul protesting against any such steps being taken whilst the case was *sub judice*. The local magistrate is a notable anti-foreign official, and has more than once succeeded in causing anti-foreign trouble. In connection with this case he has stated that he will not, on any consideration, seal the deeds of any land sold to foreigners.

THE WAR.

News about the war is anxiously looked forward to. We hear that special telegrams are sent to the Viceroy every day. The disasters at Ladysmith may perhaps make him bolder in refusing justice to Englishmen.—N. C. D. News Cor.

NANKING.

November 10th.

THE M. E. CHURCH.
The thirty-third annual meeting of the Central China Mission of the Methodist Episcopal Church convened at Nanking, in formal session, on Monday, the 6th of November. The preceding day was included in the session, although the meeting had not yet organized. Bishop Earl Cranston who presided at all of the sessions preached on the Sabbath both to Chinese and English audiences, as well as ordaining two of the members, the Rev. H. F. Rowe and Rev. Si Tsien-chen, the former as a deacon, the latter as an elder in the Church.

The reports from the field were, in general, suggestive of hard work on the part of both the foreign and native brethren. In some parts the difficulties have been severe, but while in others everything has seemed to favour the missionary in charge. The fields showing the greatest advancement this year are situated in two different parts of the Mission, one in and around the capital of Kiangsi province, Nanchangfu; the other at Hsichou, north of the river, about forty miles north-west of Nanking. In both of these places the increase has been comparatively large, and the advancement towards self-support has been equally great.

The Rev. M. C. Wilcox from Foochow, with several of his native pastors from that district, and also the Rev. Spencer Lewis, the superintendent of the Methodist Mission in West China, were present and addressed the Meeting.

There were but few changes in appointment, the principal ones being: the Rev. James Jackson from Kiating to Wulu as Presiding Elder; the Rev. H. F. Rowe from Wulu to Nanchangfu; and the Rev. J. F. Newman from Wulu to Kiating.

Another change of importance to the mission was the establishing of five Presiding Elder districts instead of three, as follows: Chiankiang district, with Edward S. Little in charge; Nanking with Dr. Geo. A. Stuart; Wulu, with Jas. Jackson; Kiating with R. E. Maclean; and Nanchangfu, with D. W. Nichols. This is a change that has been needed for some time, for the districts have been entirely too large for any one man to effectually work.

Bishop Cranston goes from us with the heartiest thanks for the pains he has taken, and the best wishes of all those with whom he has been associated in Central China.—N. C. D. News Cor.

THE EXEMPTION OF CHINESE SILK FROM DUTY IN JAPAN.

Tokyo, November 8th.

A motion was recently introduced into the Kyoto Chamber of Commerce for the abolition of the duty on Chinese silk, in order to encourage its importation into Japan and the exportation of Japanese silk abroad. The idea was that the exportation of Japanese silk, which is of too fine a quality to be woven into fabrics for home consumption, would result in some improvement in its manufacture. Wages and the general cost of production steadily increasing it was thought not advantageous to rely altogether upon the supply of silk threads at home, and cheaper Chinese threads of a coarse description were eminently suited for Japanese consumption. The matter was most carefully gone into from every possible point of view, but the conclusion arrived at is that the proposed abolition of the duty on Chinese silk would be fraught with dangers to the silk textile industry. The motion was, therefore, rejected. On the other hand, fully 20 to 30 per cent of Japanese threads are unfit for exportation because of their coarse quality. These might be advantageously worked in Japan. Such at least is the opinion of the committee who investigated the matter.—Kobe Chron. Cor.

FEMALE LABOUR IN JAPAN.

The substitution of women for men in minor official positions in Japan seems already to have begun. According to the *Chicago Shingyo Shimpu*, in consequence of the advance in the rates of labour of late, many business companies are showing an inclination to employ women in their offices where possible. The Japan Railway Company has under consideration a proposal to appoint women as ticket clerks in the booking offices at each station. The Government Railway Working Bureau has a similar proposal under consideration. The same authorities have decided to replace the staff in the Examination Office in the Traffic Department by women, and it is reported that this decision will be carried into practice from the next fiscal year.

RUSSIA AND JAPAN.

The latest sensation in the field of foreign politics is that Russia is privately negotiating for a considerable tract of land in the neighbourhood of Fusan. This proceeding is supposed to be a Rowland for the Manapho Oliver. It must be confessed that, whatever be the real issue of all these territorial manoeuvres, they have furnished much copy to journalists, and diverted a great many readers. It is reported to the *Jiji Shimpu* by telegraph from Peking, under date of the 5th instant, that out of the five conditions formulated by Japan in connection with the Amoy outrage, four have been accepted by China, but the discussion of the fifth is postponed pending the arrival of Baron Nishi in Peking. This unsettled point relates to the punishment of the local officials who are supposed to have been responsible for failure to control the rioters.

A PROPOSED GERMAN-AMERICAN ALLIANCE.

Rear Admiral Valois recently published a book entitled "Seekrit, Seegeltung, Sechereschaft," which is attracting great attention in political, military and naval circles. It contains a powerful argument that the United States, as a leading colonial and exporting power, will necessarily become a keener competitor of England, and that it is the interest of both the United States and Germany to join hands in curtailing Great Britain's sea and colonial power. The writer strongly advises a naval alliance between the United States and Germany on other grounds and considers the possibility of Holland and France joining the United States and Germany in colonial matters. Lieutenant Commander William H. Beecher, United States naval attaché in Berlin, Vienna, and Rome, who has sent a partial translation of the book to Washington, considers it the strongest exposition of naval policy and the most important naval work that has appeared for years.

GENERAL JOUBERT.

It is not generally known that General Joubert, the late Chief of the German Contingent, visited London, the last occasion being in connection with the settlement of Swaziland, when he was entertained at a banquet at the Hotel Metropole. This was during the second week of December, 1899, and the chairman of the evening was Sir Donald Currie, M.P. It is interesting to note that Mr. Alfred Beit was one of the committee on the occasion in question, and that the guests included Sir Gordon Spry and the then Attorney General, Sir Richard Webster. In proposing the health of the guest of the evening, the chairman said: "There should not be so far as England is concerned, any chance of a conflict with the people of the Transvaal." These sentiments were loudly cheered. General Joubert made quite a long speech in reply, and apologised not being able to "speak the English language properly."

DALAGOA BAY.

A cable to the *Sun* from Paris says the *Matin* states that Portugal concluded a secret treaty with Great Britain three weeks ago by which the British Government is allowed to land troops at Dalagoa bay and utilize the Portuguese railways for the invasion of the Transvaal if necessary. At the same time, England agreed with Germany that in the event of England's exercising this right, Germany should receive compensation in the shape of Angola, and a free hand in Persia should be accorded Russia. As usual, the *Matin* says, France is left out in the cold.

THE SIBERIAN RAILWAY.

According to a communication from St. Petersburg, the construction of the Siberian Railway has not been arrested by the following stage. Traffic has already begun on the Transbaikalian line, starting from the town of Sryetensk for a distance of 577 kilometres. In addition, 166 kilometres of rails have been laid between Missovoi and the river Selenga. There still remains a distance of 400 versts to be covered by railway, and it is hoped to accomplish this by next December. One can now go from St. Petersburg to Vladivostok by the summer route in twenty-seven days, but this journey will be shortened by five or seven days when the construction of the Transbaikalian line is completed. The route will then be subdivided as follows:—From St. Petersburg to Irkutsk ten days, from Irkutsk to Sryetensk two days, from Sryetensk to Khabarovsk (by water) six days, and thence to Vladivostok two days, or twenty days altogether.

LUZON RAILWAY PROJECTS.

Special correspondence to the New York Tribune says:—
Agents for a company of Spanish capitalists, some of whom live in Manila, announce that arrangements have been completed for the building of a modern railroad line in Luzon, that will connect Manila with all the important towns along the west coast of the island as far north as Laoag.

The route is kept secret, but it is understood that it will be the same as proposed in 1875, when the scheme for Government railroads in the Philippines was officially projected. Three lines were planned at that time, only one of which—the road which runs from Manila to Baguio, a distance of 151 miles—was completed.

The company is keeping its movements secret to prevent the two or three companies that are said to be organizing in the United States for the purpose of building railroads in Luzon from anticipating it in securing the same route.

The Americans who have talked railroads here generally believe that a new town and port will be established either on the north coast of Luzon or the northern part of the west coast of the island as a terminal of the railroad. This would save twenty-five miles sailing to Manila for ships from the United States or from Hong Kong, and with rapid communication through the richest provinces of the island, would be reasonably certain to grow rapidly.—Pa. Ledger.

NO ANGLO-AMERICAN ALLIANCE.

AN EMPHATIC STATEMENT FROM THE SECRETARY OF STATE.
COLUMBUS (Ohio) September 12th.

In a letter to Chairman Dick of the Republican State Executive Committee, Hon. John Hay, Secretary of State, makes this emphatic statement regarding the alleged secret alliance between England and the United States:—

"There is no alliance with England, nor with any other Power under heaven, except those known and published to the world, the treaties of ordinary international friendship for purposes of business and commerce. No treaty of alliance exists; none has been suggested on either side; none is in contemplation. It has never entered into the mind of the President nor of any member of the Government to forsake, under any inducement, the wise principles and example of their fathers, which forbade entangling alliances with European Powers." Philadelphia Public Ledger.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

<p>Ah Moo, Mrs. Alisopp, G. F. E. Abbott, E. Beck & Co., A. Brooks, Captain J. S. Graham, J. E. Barber, A. M. Blum, Miss Z. Bird, E. G. Balmer, Miss J. Buckley, P. Bachmann, Mrs. E. Barraud, N. Bowman, W. Bingham, Miss. Borrowdale, J. T. Bratley, Mrs. L. Corrigan, Mons. Crawford, T. C. Cohen, M. C. Calder, Miss. Crawford, F. O. Cong, G. Chubb, A. Camillo, C. Charoussot, P. Colant, Miss M. Chanson, Mme. Clemens, Mrs. J. Craze, Miss P. Conker, D. Dunkley, F. J. Duncan, Mrs. J. A. Duchroch, Mons. Debeaux, R. Dagdy, Mons. Dubbey, A. Dalton, E. C. Dark Yeona, Mons. Dahl, L. Dezso, D. Eidelstein, P. Efford, Mrs. C. Fullam, Dr. W. A. Francis, M. R. Finakli, L. Feraida, A. Fondy, C. F. Graham, Miss L. Guerra, T. Glaspe, Mr. Gough, W. Gott, L. Goetz, L. Hutchinson, Mrs. F. Hofstad, L. Harding, W. A. Hart, Miss M. Harvey, Mrs. C. Hudson, L. A. K. Heisenst, O. B. Hesketh, S. B. (2) Harrison, W. H. C. Hayes, Mr. Havit, Maria. Hold, J. G. Jones, Jas. Joseph, A. H. Joseph, L. Kunkel, M. Kaimol, J. J. Lee Pung, Mr. Lloyd, G. R. Lock, H. S. Lambe, W. P. Lawson, H. L. W. Lehmann, A.</p>	<p>Marti, A. B. Metman, H. Mamedine, E. Mansfield, Miss M. Marthens, A. Moses, H. E. H. McKay, A. L. MacDonald, Mrs. E. Moane, G. H. McLeod, Mr. and Mrs. Moldajad, J. Maclean, Miss. Martini, Sig. Mitchell, J. McKay, J. P. Nathan Sons, N. P. O'Donoghue, Miss M. Olin, U. Poncell, C. H. Peschke, M. Porusse, L. Pantoch, T. Partridge, C. Pienouge, T. F. Pachey, Mons. Paya, S. Prynn, F. J. Pelley, Dr. A. Paulsen, Dr. A. Robinson, Mr. Rosa, Mr. de. Ratzenburg, J. Rovell, J. Reyes, G. Rogers, Major A. Rouget, J. Rostein, B. Saunders, Fred. Spannall, Miss A. Spencer, C. N. Smallwood, E. E. Saleska, D. C. Saldanha, D. C. Stacker, F. L. Stenson, J. Stanley, J. W. Scott, Miss M. K. Scott, Dr. A. K. Schneider, H. M. Schustermann, V. Salt Man Abdul. Karim Ab. Inohamed. Strongfield, Sir M. K. Y. Sydney, W. A. Scott, J. J. Thomson, R. Trocs, M. P. Taber, Miss H. Tompson, C. H. Thompson, H. Voebl, R. Willoughby, Capt. J. T. Walker, H. Wilckens, H. Weismann, B. Watson, E. R. Walter, E. B. White, J. B. White, J. B. Whitlam, W. R. Williamson, R. Wing Hup. Young, C. W. Young & Lawson, Messrs. Zulan, F.</p>
--	--

List of Registered Covers in Poste Restante.

<p>Bonamour, P. Coulman, R. China, Bazaar. Cuvie, James. Cameron, Wm. Crawford, J. R. Cunningham, A. Din, Mur. Davies, Capt. Fancien, Miss A. Friedmann, M. Fook Sing & Co. Fook, Dr. Fakaz, D. Godaneky, E. Gdansk, S. O. Harris, F. Hesketh, S. B. (2) Hall, G. Hooper, G. W. Hautmann, W. W. Hofstad, L. Jorge, J. V. Jackson, Sergt. C. Karim, Abdul. Ko Sin Fan. Kalandar Khan. Khan, Mehta. Latine, Julie. Legner, H. L. (2)</p>	<p>Lindsay, J. Buchanan. Ludvike, Miss. Louis, C. A. Lopes, J. G. (2) Mayer, A. Monson, Vincent. Meha, Estain. Mahomed, Noor. Mullins, D. Mansfield, Miss L. Magan Khan. Nekoll, Stara. Oreto Italia. Pohusning, Teguinaat. Ragas, Antonio. Ruchvaldy, S. Rocoff, G. (2) Renolds, Mrs. M. Singh, Kaiser. Sahmit and Fertsch. Singh, Chandra. Singh, Levan. Singh, Otana. Singh, Sporan. Silva, M. da. Stemer, C. L. Schonauer, H. M. Veneberg, C. Weisman, B. Yamada, C.</p>
--	--

List of Registered Covers for Merchant Ships.

<p>S.S. Calcha. S.S. Idoneus. S.S. Loosk. S.S. Parang. S.S. Rohilla. S.S. Sarjeden. S.S. Signa. S.S. Tshian.</p>	<p>J. Williams. H. L. Lunt. G. Menzies. Chief Engineer. T. H. Gill. John Harris. W. Harriet. Capt. Anderson.</p>
--	--

Intimation.

NOTICE.
NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply to "Z".
c/o This Office.
Hongkong, 18th August, 1899. [1048]

For Sale.

FOR SALE—A HARGAIN.
A DOUBLE-LENS.
QUARTER-PLATE HAND CAMERA.
(Latest Improvements).
CARRIES ONE DOZEN PLATES.
For Sale with the Camera—
PRINTING-FRAMES,
DEVELOPING-TRAYS,
WASHING-TROUGH,
SMALL CISTERN and LAMP.
Complete for \$70.
Apply at THIS OFFICE.
Hongkong, 1st November, 1899. [1374]

Shipping.

STEAMERS.
"GLEN" LINE OF STEAMSHIPS.
FOR LONDON, VIA SUEZ CANAL.
The Steamship.

"GLENSHIEL."
Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.
Hongkong, 18th November, 1899. [1355]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHIMONOSEKI AND KOBE.
The Company's Steamship.

"CHINGTU."
Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th November, 1899. [1381]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship.

"YUENSANG."
Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 25th instant, at Noon.
This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 12th November, 1899. [1359]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship.

"MACHAON."
Captain Hamah, will be despatched as above on TUESDAY, the 28th November.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd October, 1899. [1333]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship.

"IDOMENEUS."
Captain Riley, will be despatched as above on TUESDAY, the 28th December.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th November, 1899. [1433]

WEST RIVER SERVICE.
THE NEW River Steamers.

"SAMSHUI" & "WUCHOW."
will be despatched alternately from Messrs. DOUGLAS LARPAK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHIHUNG and TAKING.
Both Vessels have Superior Accommodation for Saloon Passengers.
Fares, including Sleeping Berth and Meals.
HONGKONG to SAMSHUI.
Single Fare.....\$10.00
Return Fare.....17.50
HONGKONG to WUCHOW.
Single Fare.....\$20.00
Return Fare.....35.00
The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING, to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES".
For further Information, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1899. [1307]

SAILING VESSELS.
FOR PHILADELPHIA & NEW YORK.
THE 3/3 A.L.I. American Ship.

"ST. MARK."
Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK.
THE 3/3 A.L.I. American Ship.

"REUCE."
Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK.
THE 3/3 A.L.I. American Bark.

"ADOLPH OBRIG."
Captain Amshury, having arrived will shortly call here for the above Port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, 10th November, 1899. [1409]

Intimations.

SIEN TING,
SURGEON DENTIST.
No. 10, DAGULAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1899. [143]

DENTISTRY.
SUI SANG.
(Lately Practising with Dr. L. SAKATA).
DENTIST.
No. 4 Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$200 Per Annum.

NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,
PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.
Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations as required.

NOTE ADDRESS:—13, PRAYA CENTRAL.
For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

DUMINY & Co.
CHAMPAGNE
EXTRA DRY

Carte D'Or 800
Sillery 800
Demi 800
Carte Blanche
Chateau de Charmilles
CHAMPAGNE

M. OPPENHEIMER & Co., Paris.

RIGAUD'S
White Violet
EXTRACT

This fugative and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co.
PARIS
10,000
White Violet
equal each bottle of
Rigaud's Extract

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

I am now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1899. [14]

